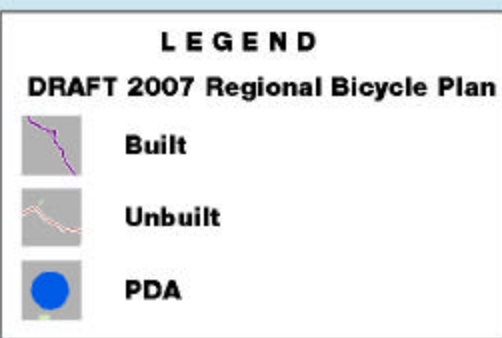
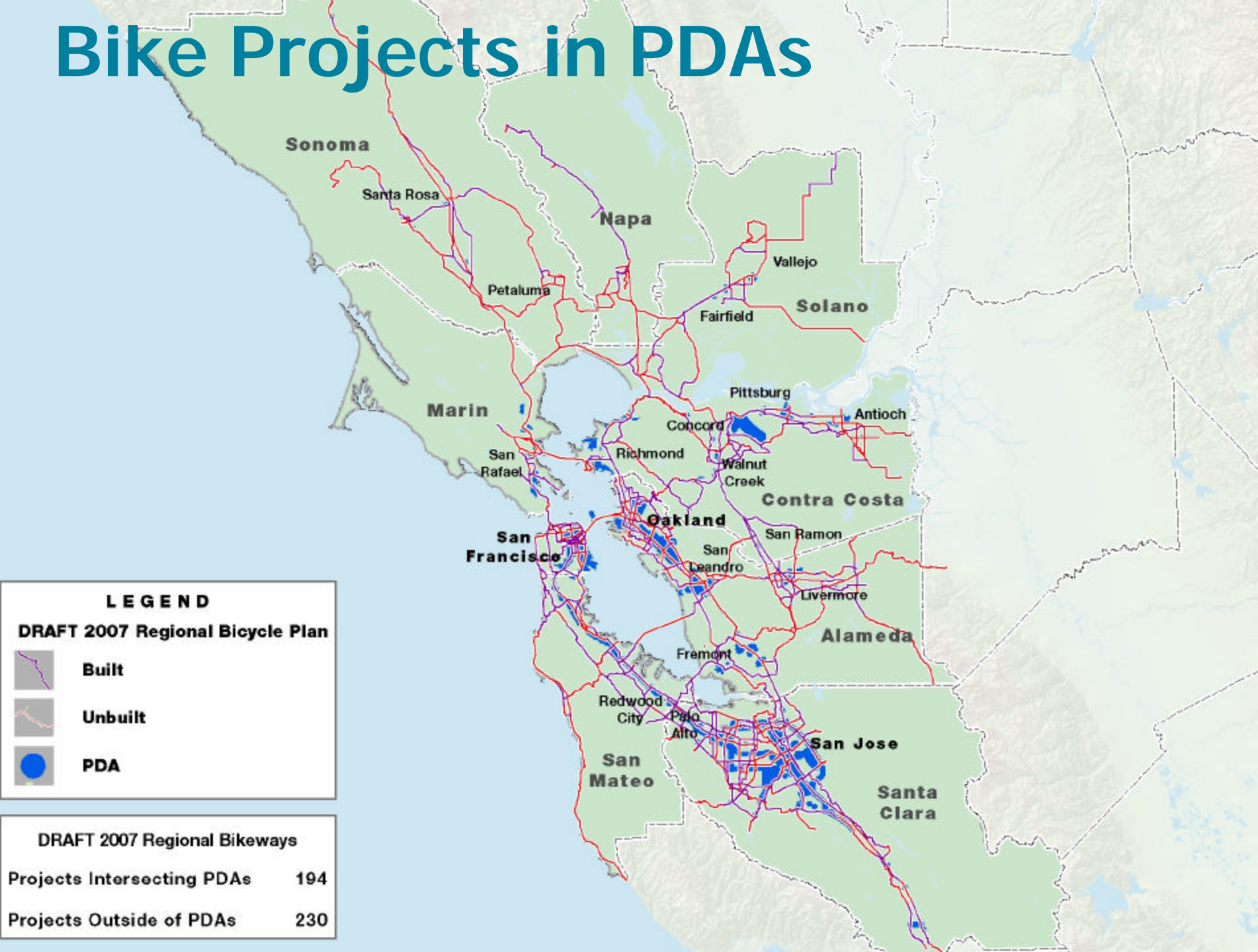


Bike Projects in PDAs

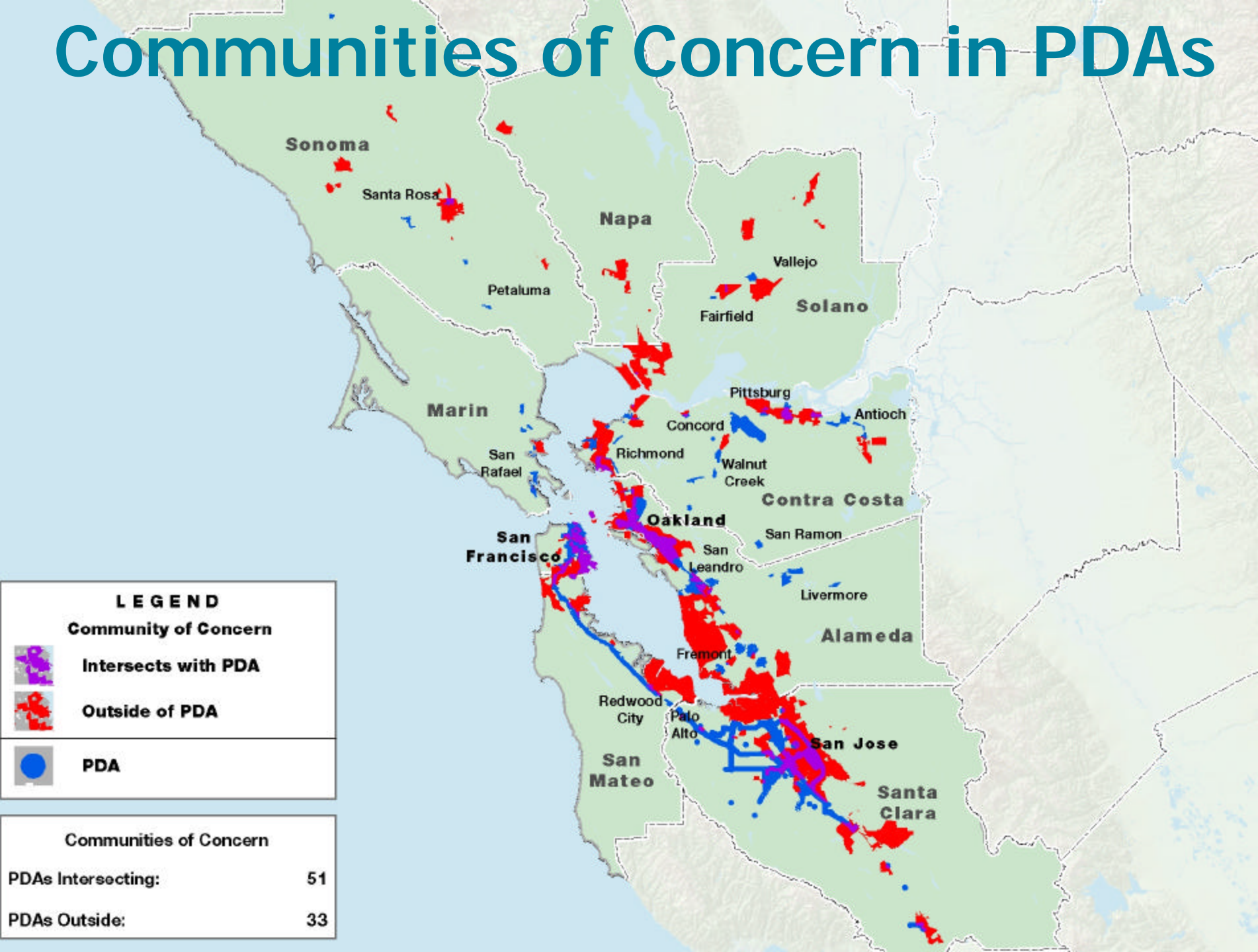


DRAFT 2007 Regional Bikeways

| | |
|----------------------------|-----|
| Projects Intersecting PDAs | 194 |
| Projects Outside of PDAs | 230 |



Communities of Concern in PDAs



Directing New Revenues

Do we give Priority Development Areas (PDAs) the first call on new revenues?

- Regional Gas Fee
- Higher Bridge Tolls
- Next Federal Bill



4. How Do We Implement FPI?

Should we direct “off the top” funding to the Freeway Performance Initiative (FPI)?

Should all local projects be required to include FPI elements?

Should we condition discretionary funding on ramp metering agreements?

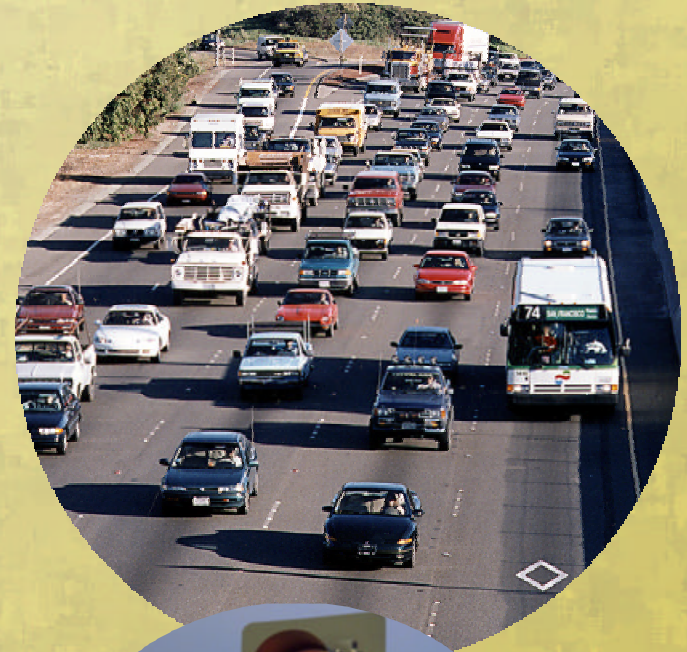
Should we develop a similar initiative for transit?



Freeway Operations

Capital cost: \$600 million

- Complete ramp metering and traffic operations system
- Limited carpool lane gap closures
- Complete traffic signal coordination



Freeway operations is extremely cost-effective

Cost per Reduction in Emissions and Delay*

HOT and
Local Express Bus
15X to 50X

Freeway Operations
1X →

Rail and Ferry
100X to 300X

* Cost per ton of PM_{2.5} or CO₂ emissions reduced or per vehicle-hour of delay reduced.

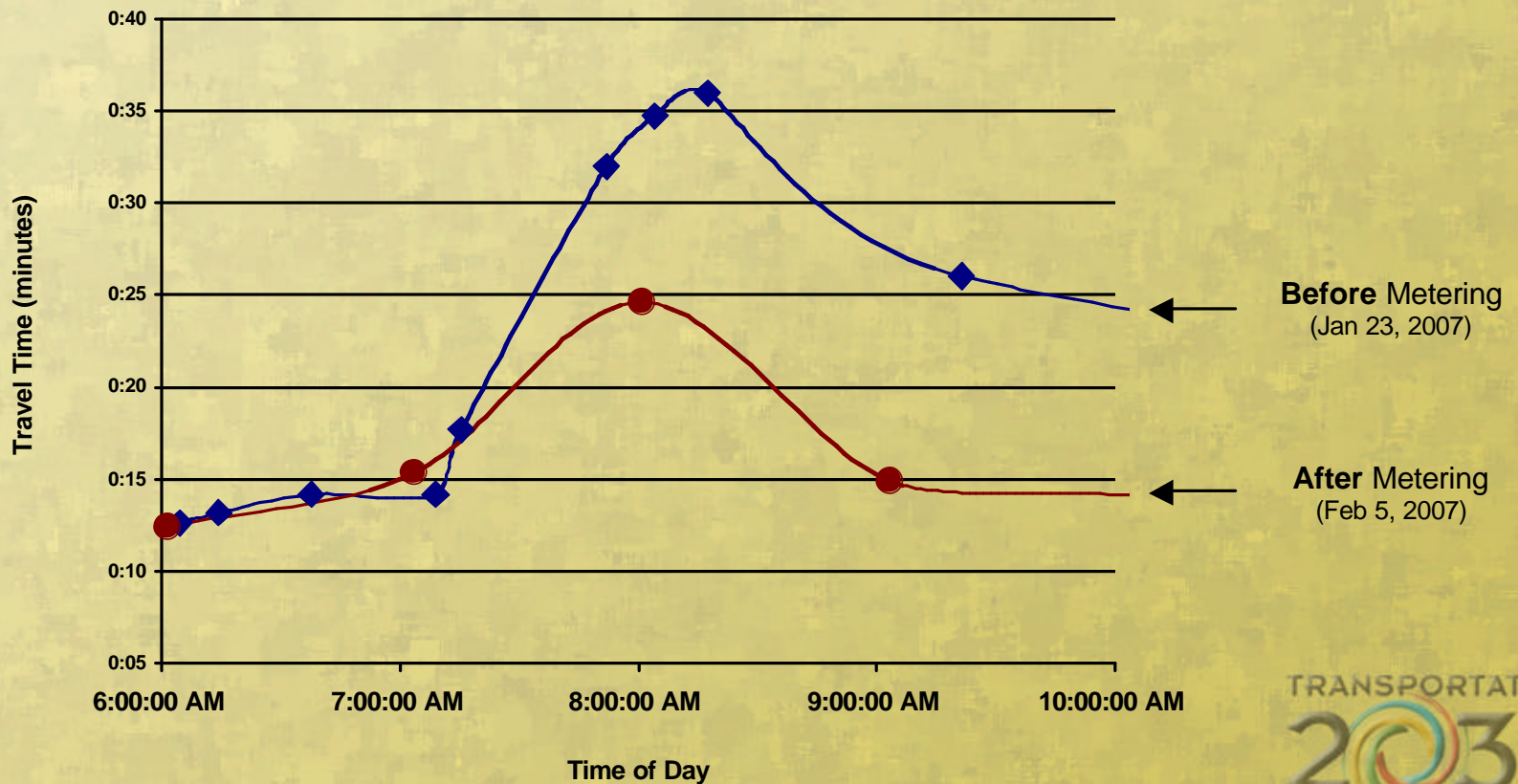
Freeway Performance

Ramp Metering



San Mateo Experience

Sample Time Travel Comparison Before and After Metering Southbound US 101 from 3rd Ave to just south of the county line



Freeway Performance

Traffic Operations Systems



Freeway Performance

Strategic HOV Lane Gap Closures

